



TRAVIS AIR MUSEUM **News**

A publication of the Travis Historical Society/Jimmy Doolittle Air & Space Museum Foundation

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Launch

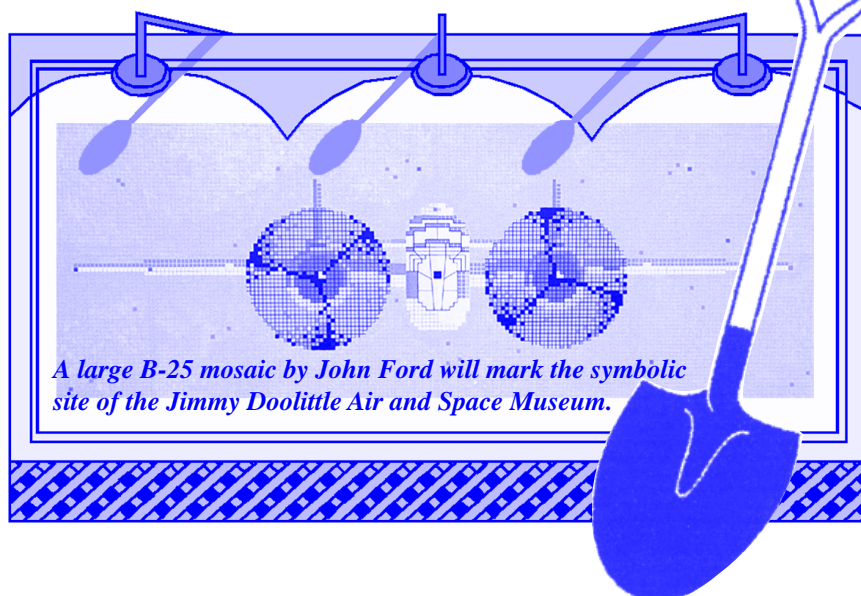
Groundbreaking for the Jimmy Doolittle Air & Space Museum

A museum for all ages!

By Gary Leiser

On June 15, Brigadier General Thomas P. Kane, 60 AMW/CC, led a group of dignitaries in turning the first spades of dirt in a ceremonial groundbreaking for the Jimmy Doolittle Air and Space Museum. This symbolic gesture at the site of the future museum was meant to launch formally the publicity campaign for this

continued on page 4



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Comments and questions about the NEWS may be addressed to Editor, Travis Museum/Jimmy Doolittle Air & Space Museum Foundation NEWS, PO Box 1565, Travis AFB, CA 94535

TRAVIS AIR MUSEUM Mission Statement

The purpose of the Museum is to portray the history of Travis Air Force Base's contribution to the development of airlift in the Pacific.

It's primary objectives are:

- To provide and maintain an aviation and aerospace, educational, scientific, cultural, historical and inspirational facility for the general public.
- To provide to youth, students and scholars historical research facilities and inspirational exhibits.
- To serve as a meeting place and forum for aerospace oriented organizations and individuals for the benefit of all Northern California.

* In accordance with AFD 64-1,
Air Force History and Museum Program.

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Walter Kane and Eric Schmidt, Docents



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Travis Air Museum Gift Shop

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(707) 424-4450/5598
Fax (707) 424-4451

*The Museum Gift Shop
is now offering **collectors coins**
for the Travis Air Museum,
the 60th AW Director Staff
and the Solano County 150th year
anniversary. The Solano county
coins are available in bronze,
silver, or gold.*

Volunteers needed.

CURATORS CORNER



By Gary Leiser

As will be seen from this issue of the newsletter, the project to build the “Jimmy Doolittle Air and Space Museum” is gaining considerable momentum. It has begun to preoccupy the current museum, the Society, key members of the Wing staff, and more and more members of the local community. Meanwhile, there is still “business as usual” at the museum, namely, work on new exhibits and the maintenance of the aircraft collection.

Our IMA, **Major Diana Newlin**, is back from a month in Costa Rica. She has returned to her exhibit on Travis and the War in Vietnam, which will occupy several large sections of wall opposite the display on 15th AF in World War II. **Heidi Couch** and **Kathy Kruczek** from the base photo lab are assisting her. She hopes to have this exhibit finished by the time of the [Air Show on 16-17 June](#). **Mr. Mark Pollman** has joined the staff of the museum as an administrative assistant. He and Major Newlin will complete the revised display on the China-Burma-India Theater in World War II that was begun by **Heinz Eggers**. I regret to report that Heinz passed away in early April and will be greatly missed. See “In Memoriam” later in the newsletter. Elsewhere, **Joe Tattersall** put the finishing touches on our PB4Y-2 bow turret by adding ammunition chutes and motor and painting the interior. He also installed the canopy on the half-scale F-86 in our Korean War exhibit, the last item in that project. He and **Mark Connor** also cleaned the cockpit of our full-scale F-86. Mark cleaned the F-4 and F-104. **Don Austin** kept the C-124 “operational.” **Eric Schmidt** repaired part of the crew door to the B-52, which had stumped our volunteers for

a long time. But then he had been a crew chief for B-52s. **Ryan Sobeck** cleaned the F-102. **Ben Reed** and **Joe Tattersall** did the last of the painting, bird proofing, and insignia for the Albatross. Ben added “Tanglefoot” to key roosts on several aircraft. **Jim Martin** and **Dave Humphrey** performed other maintenance. **Bill Lancaster** and **Ned Fall** erected several pieces of metal sculpture donated by **Ray Carrington** and installed a new “people counter.” **Fred Coleman** did research on the B-29 and F-100 simulator. **Warren Bailey** has been busy working on the possible donation of a B-25 to the museum. **Walter Kane** and **Eric Schmidt** continue to put in many hours as docents. **Earl Johnson** keeps the gift shop functioning with the help of **Al Tucker**, **Art Dickinson**, and **George Saavedra**.

Finally, **MSgt Mike Omler**, the Superintendent of the Museum, retired on 12 April. Upon his retirement, he received the Meritorious Service Medal, which was well deserved. Mike will be most remembered, perhaps, for orchestrating the painting of the Albatross, and transferring it, the C-123, and C-7 from storage to the display area. He expects to spend the future sitting over ice holes in lakes in Michigan and trying to snag walleye.

[UPDATE ON CONTRIBUTIONS TO THE BUILDING FUND.](#)

We would like to thank the following for their contributions to the fund for the Jimmy Doolittle Air and Space Museum: **Mrs. John W. Edwards**, **Jerry Hanlon**, and **Robert Skinner**. In addition, the following contributed in memory of **Lt. Commander Henry G. Lawrence**: **Trudy and Braxton Harris**, **Lorraine Harris** and **Stephen Ciesielski**, **Helen Cryan** and **Larry Cryan**, **Joe and Trish Harris**, and **Kelene Harris** and **John Harris**. All of these contributions arrived after the last issue of the newsletter was published.

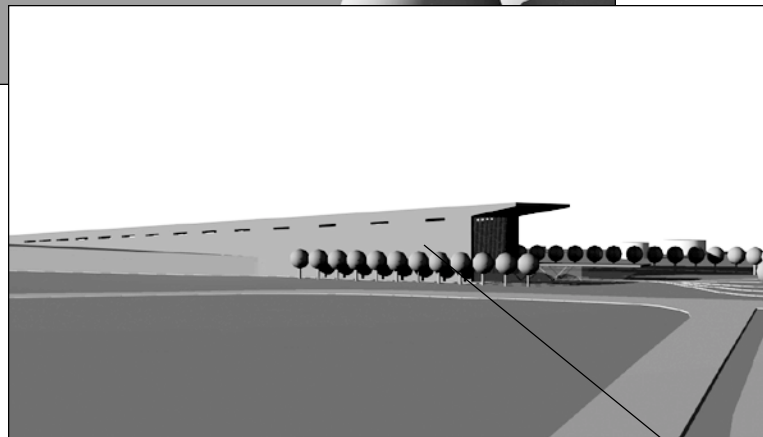
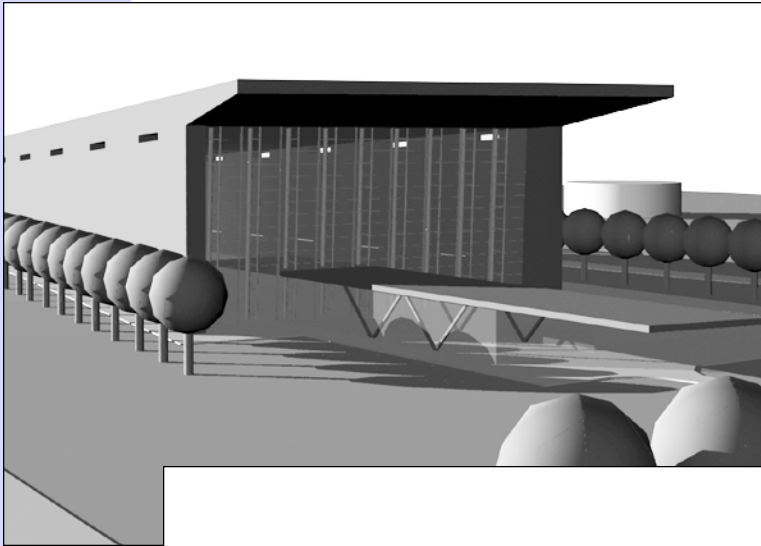
LAUNCH: JIMMY DOOLITTLE AIR & SPACE MUSEUM CONT.



project. Henceforth the site will be marked by the F-4 and T-39 from the museum's collection, a large metal sculpture by artist Ray Carrington representing the core values of the Air Force, and a large sign bearing a mosaic depicting a B-25.

More than a year ago, a Museum Working Group was formed to explore the feasibility of building a state-of-the-art air and space museum and education center on the edge of Travis AFB. Composed of business people, members of the

Travis AFB Historical Society, and members of the Wing staff, the Group concluded that such a museum was both necessary, in order to replace an inappropriate and decaying structure, and in the best interests of the local community and



view from approach road

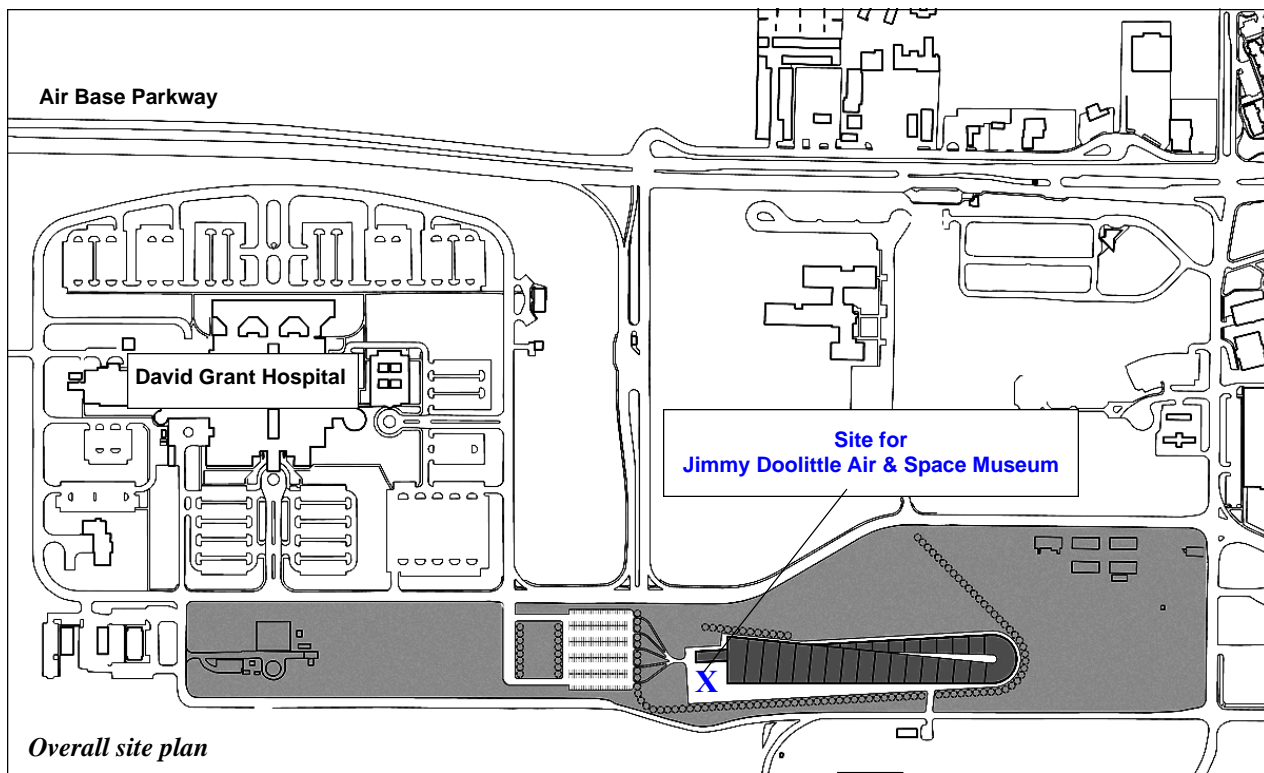
Editor's thank you:

The NEWS would not be possible without the help of a great many people. However, I would like to especially acknowledge the superior service provided by:

- MSgt Jerry Hoenicke, Travis AFB Historian,
- Travis AFB Visual Information Support Center, and
- Chancellor Printing & Graphics

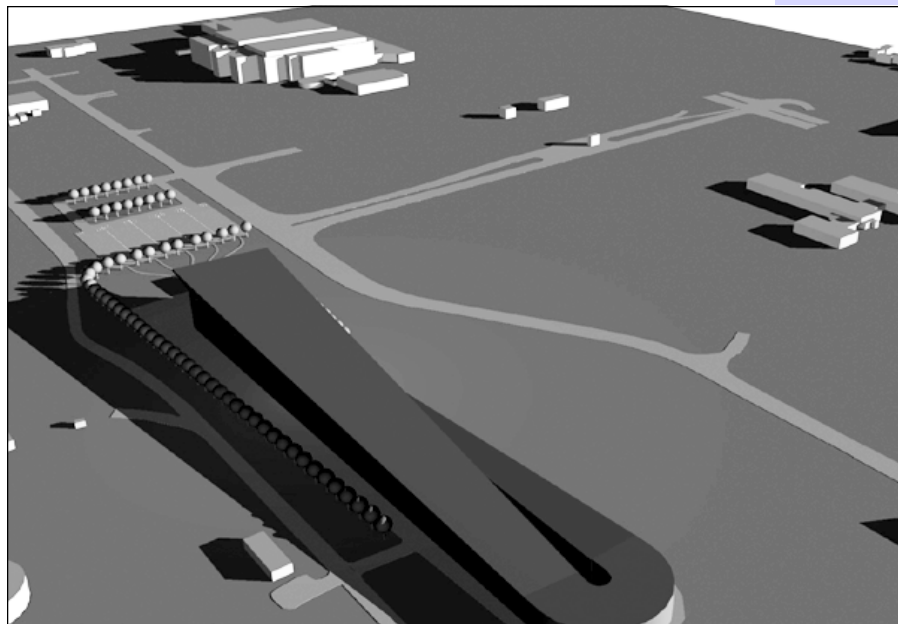


A museum for all ages!



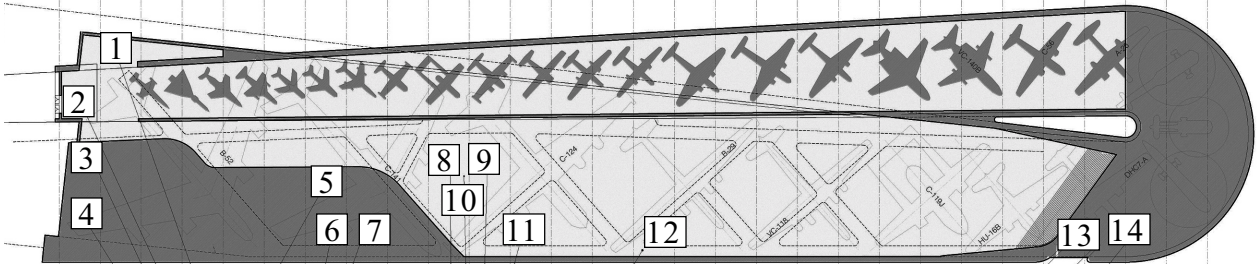
the Air Force. Since then much of the groundwork has been laid for accomplishing this goal.

The Air Force has identified 16 acres of land near the intersection of Parker Road and Hickam Avenue on Travis AFB as the site for the future facility. This land has met all environmental requirements and a lease arrangement with the Society, soon to be known as the Jimmy Doolittle Air and Space Museum Foundation, will be worked out.



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LAUNCH: JIMMY DOOLITTLE AIR & SPACE MUSEUM CONT.



Lower Level

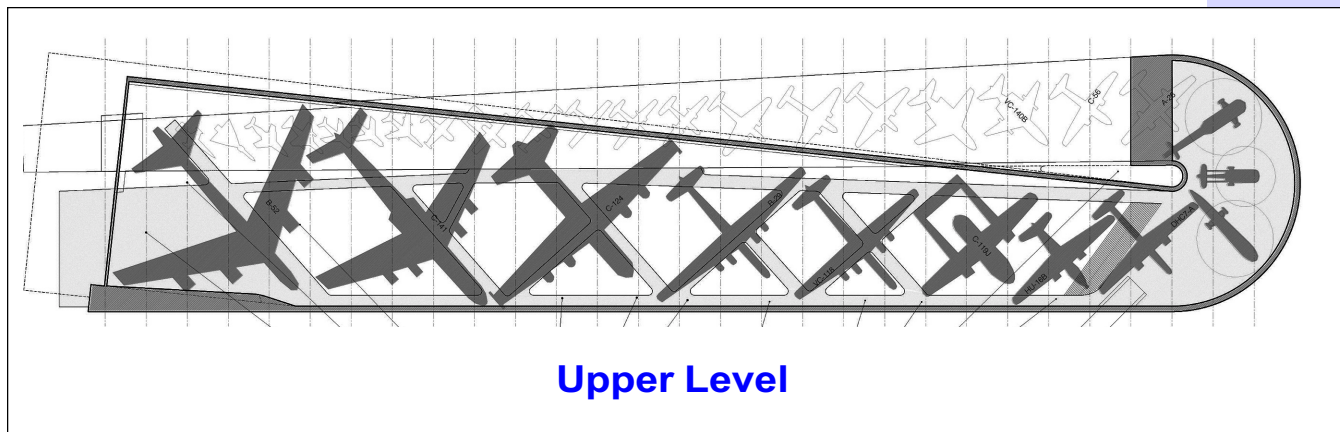
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|-----------------------------------|--|
| 1. Gift Shop — 3,579 sq. ft. | 8. Banquet hall — 2,978 sq. ft. |
| 2. Elevator chair — 144 sq. ft. | 9. Artifacts 1, 110 sq. ft. |
| 3. Entry — 1,066 sq. ft. | 10. Rotating exhibits — 20, 384 sq. ft. |
| 4. Kitchen/dining — 7,399 sq. ft. | 11. Administrative offices — 1, 1771 sq. ft. |
| 5. Theater 5,325 — sq. ft. | 12. Janitor station — 88 sq. ft. |
| 6. Restrooms — 512 sq. ft. | 13. Loading/debris storage — 856 sq. ft. |
| 7. Classrooms — 2,008 sq. ft. | 14. Workshop — 1,844 sq. ft. |



May 2001...The Travis Air Museum is a popular tourist attraction.

Members of the Group have traveled to the SAC Museum near Omaha and to the Museum of Flight in Seattle to consult with their staffs on the challenges of building an air and space museum. Additional advice and guidance have been received from many other similar institutions. A master plan based on all this information and in-house studies has been completed and forwarded through Air Mobility Command to the Pentagon where it is awaiting final approval.

Studios Architecture and Olive Architecture in San Francisco have done considerable pro bono work on a design for the new museum. The computer-generated images in the present issue of the NEWS present an introduction to their concept. These images are complemented by a large model, soon to be on public display, that will serve as a point of departure for the final design and as a marketing tool.



Upper Level

"I have concluded that we were put on this earth for a purpose. That purpose is to make it, within our capabilities, a better place in which to live." —General James H. Doolittle

Estimates of the cost of the new museum have ranged as high as \$45 million, depending on the number and size of aircraft placed inside. It should be emphasized, moreover, that this structure is meant to be much more than a traditional museum. It will also serve as a conference and convention center as well as an informal science and education center. The Museum Working Group will soon select a professional fund-raising firm to do a market analysis and begin the process of fund raising. It is estimated that three to five years will be required to raise sufficient funds to begin construction.

The local community, including the press, superintendents of school districts, business persons, civic leaders, and Congressman Mike Thompson, have voiced their unanimous support for this project, which, in addition to the functions mentioned, promises to create a major tourist destination on the corridor between Sacramento and San Francisco.



Overview of a portion of the Travis Air Museum aircraft collection.

A BIOGRAPHY: GENERAL JAMES "JIMMY" DOOLITTLE

By Thomas C. Blow II

Lieutenant Colonel Doolittle led the Doolittle raid on Tokyo in World War II and received the Air Force Medal of Honor for that accomplishment. He was a leading commander in the US Army Air Forces (USAAF) throughout the war. He helped organize the Air Force Association and was its first president. He was inducted into the National Aviation Hall of Fame in Dayton, Ohio, in 1967. In 1985 Congress made him the first Reserve officer to be promoted to full general.



Born in Alameda, California, Doolittle enlisted in the Aviation Section of the US Army Signal Corps in 1917 and became a pilot. From 1918 to 1930, he served as a flight leader and gunnery instructor, took the US Army Air Service mechanical school and aeronautical engineering courses, represented his service in record-setting cross-country flights and in air races, and earned a doctorate in aeronautics from the Massachusetts Institute of Technology. He won the Schneider Cup race of 1925 and received the Mackay Trophy. His notoriety during this period stemmed primarily from newsreel footage of the hair-raising but winning maneuvers he used in air races, executing daredevil dives at breakneck speeds while clearing turning-point pylons by only a whisker. In addition, he helped develop instrument flying techniques, performing himself the first complete sortie in a covered cockpit. For this, he received the Harmon Trophy.

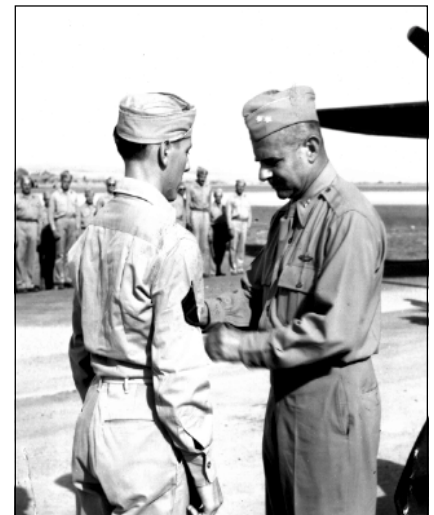
In 1930, Doolittle resigned his active-duty commission to manage the Aviation Department of Shell Oil Company, but retained his Reserve commission to serve periodically as a test

pilot. Although continuing to race and fly goodwill tours, his primary achievement before the war was promoting the development of 100-octane aviation fuel, vital to the coming war effort.

Returning to active duty in 1940, Doolittle worked on the conversion of automobile plants to produce aircraft; traveled and collected intelligence on foreign air forces; and, with his promotion to lieutenant colonel, took up duties at the headquarters of USAAF. These duties culminated in the organization, planning, and leadership of his famous raid.

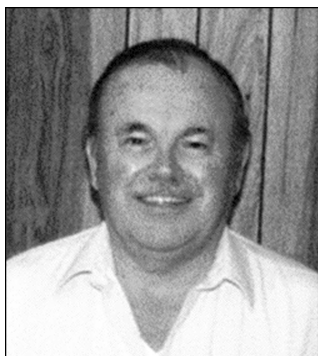
After duty in the Eighth Air Force, Doolittle commanded the Twelfth Air Force in North Africa and then all North African Strategic Air Forces, advancing to major general. Subsequently, he served briefly as the first commander of Fifteenth Air Force and was promoted to lieutenant general. In January 1944, he became commander of Eighth Air Force, in which he served in both European and Pacific theaters until the end of the war.

After the war, Doolittle left active duty, but served with distinction on government commissions and boards, employing innovative approaches to such issues as officer-enlisted relationships, military justice, and air safety.



General Jimmy Doolittle, commander of the 15th Air Force awards the Purple Heart to Sgt. William N. Fitzpatrick.

IN MEMORIAM: HEINZ EGGERS 1928 – 2001



*Heinz Eggers
Salute and thanks!*

Born in
Valparaiso,
Chile and
fluent in
German,
Spanish and
English,
Heinz
added a
“Continental-
Latin” touch
to museum
operations.

On April 7, the Travis Air Museum and the Travis AFB Historical Society lost a good friend. On that day Heinz Eggers passed away at his home in Petaluma. Born in Valparaiso, Chile and fluent in German, Spanish and English, Heinz added a “Continental-Latin” touch to museum operations. His easy-going manner, gentle humor, and boundless enthusiasm for aviation were appreciated by all of us and contributed immensely to the spirit of our institution. Heinz was an active volunteer as well as a member of the Society, which he joined in 1995. He headed the exhibits committee and his training as an engineer, as well as a pilot, is evident in several of our prized displays. Heinz designed and oversaw, with German precision, the construction of our displays on aircraft recognition models from World War II, on a local recipient of the Medal of Honor, and on the history of Travis AFB. He also redesigned our display on the China-Burma-India Theater in World War II and was preparing a new exhibit on the Civil Air Patrol. Heinz was, in fact, a major in the CAP and was preparing to take the necessary training course in June that would have allowed him to be promoted to Lieutenant Colonel. In addition to displays, he played a major role in obtaining and installing our public address system and a remote control system for showing tapes in our

theater. He was especially pleased with the former, which allowed him to play his favorite CD of World War II aircraft sounds. Nothing pleased him more than to hear the buzz of a B-24 taking off, or the roar of a P-38, in the museum.

Heinz was born on November 24, 1928 to a family of German immigrants to Chile. He immigrated to the US in 1957. He worked for the Coca-Cola Company in bottling plants in Eureka and San Rafael. After his English had improved, he began taking night courses in Marin County to study mechanical drafting. He subsequently worked as a draftsman for Fairchild Semiconductor in Marin, but spent most of his career as a mechanical designer for Veriflo Corporation, a manufacturer of pneumatic regulators.

As a teenager, Heinz was a cadet in the Chilean Air Force Academy, which stimulated his life-long interest in aviation. Thus he joined the CAP in 1972. He volunteered as a pilot and participated in a number of search and rescue missions. He particularly enjoyed piloting the T-34. Upon retiring as a mechanical designer, he devoted time and energy to the museum where he could combine his passion for aviation with his technical design skills. Shortly before he passed away, he was delighted to learn that his youngest daughter was planning to start ground school. All of us at the museum like to think that Heinz is now soaring with the angles.

WHY I AM A MUSEUM VOLUNTEER: *The course of history begins*

By Warren Bailey

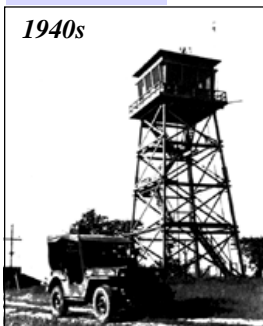
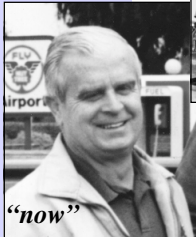
Once upon a time (oh, that begins a fairy tale); you won't believe this (oops, that is a GI story). M-m-m, my career of 28 years in the Air Force as a tactical fighter mechanic (192 jet engines) took me to units that held proud lineages, some extending back to the 1930s.

Thus, I became aware of unit histories and, above all, the people. I became an aviation historian as well as a crew chief. My inquisitive nature led me to a career of learning and teaching. In turn, that led me to give back to the younger troops some of the knowledge and traditions that have been part of the Air Force.

My first museum experience was to take part in the retrieval and display of a P-47 Thunderbolt at Perrin AFB, in Texas. Little did I know that nine years later that experience would come in handy, because a program was to begin at Castle AFB that would help save some of our Air Force legacy that had been neglected over the years. The Air Force Heritage Program allowed bases and local communities to establish museums as community service projects to improve local relations. Castle was very active in its effort, for the collection there grew very quickly and included some great aircraft. But the really great thing was the connection they provided with the generation that flew and maintained them. We had a chance to speak with some wonderful people who came to visit after learning about the aircraft in our collection. Next, we got the younger troops involved. When the wing commander came out one Sunday to watch us prepare a B-25 for display by pickling its engines, a process that took two days, we let him sit in the right seat of that aircraft. He thus got a sense of what Jimmy Doolittle experienced when he flew this plane. The following week Colonel Smith dedicated this aircraft to General Doolittle. Later, Lt. General Smith led the effort to create the new SAC Museum.

Subsequently, after returning from an assignment in England, I came to Travis. A year later the wing commander assigned me to the Travis Museum because of my maintenance and museum experience. When I finally retired, I was asked to join the board of directors of the Historical Society. I have served on it ever since.

The real reason that I am here is because I have an opportunity to bring pieces of history to life, just as we did when we rededicated the B-25 at Castle in June 1978, and to meet crew members of vintage aircraft, such



each day — it is important to preserve it.

as those who flew Miss America 62'. With respect to Miss America 62', most memorable was meeting Mrs. Betty Mount, the wife of the original flight engineer, who brought her grandchildren out to see grandpa's airplane. Grandpa had recently passed away. They had heard stories of his aircraft and crew members. I have also enjoyed giving tours to young school children and explaining to them that everything that is on display was designed, made, and flown by people with dreams and, yes, repaired by people who learned, for learning never ends.



1970s

In my life, I learned that giving is the key to success. Seeing a child smile when dad or grandpa explains that such an aircraft is like the one he flew or worked on, or watching a little girl's eyes glow when one tells her that there are female pilots and mechanics, make all the hard work of restoring aircraft worth while.

The Air Force is composed of people, not equipment, not aircraft. From the day the Wright Brothers flew, to Billy Mitchell, the Doolittle Raid, the mission of the Enola Gay, MiG Alley, "going downtown" in the F-105, the air war over Baghdad, to even the current routine missions flown by the Greatest Air Force, the Air Force has been the people who dreamed and made it happen.



1980s

Exercise Team Spirit, S.Korea 1980s

When I was President of the Travis AFB Historical Society, I frequently stated that **"the course of history begins each day, come help us preserve it."** Today is for tomorrow and the kids are our tomorrow. The chance to be a part of this rich heritage program is unique. The smile on the face of the visitor more than compensates for all the work and time we contribute.



1990s

I am proud to play a small part in this program. I have met some very remarkable people and worked with some of the greatest. You should be proud that Travis chose to establish a museum in 1982.



2000s

A museum for all ages!

TRAVIS HISTORICAL SOCIETY/JIMMY DOOLITTLE AIR & SPACE MUSEUM FOUNDATION MEMBERSHIP

A membership in the Travis Historical Society/Jimmy Doolittle Air & Space Museum Foundation is an excellent gift for birthdays, holidays, thank yous, retirements or memorials. Being in on the ground floor is always fun. Being a part of history is great!

Mail this form and check to:

Travis Historical Society/
Jimmy Doolittle Air & Space Museum Foundation
P.O. Box 1565
Travis AFB, CA 94535.
(707) 424-5605.

For further information phone:



Membership Form (Please print)

Date _____

Name _____

Membership # _____

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ANNUAL DUES AND MEMBERSHIP CATEGORIES

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Travis AFB, CACrowds wait to welcome returning prisoners of War.

"The course of history begins each day....come be a part of it."